

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET
SECURITY INFORMATION

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|----------------|--------------------------|--------------|-----------------|---------------------|
| COUNTRY | Czechoslovakia | REPORT NO. | [REDACTED] | 25X1A |
| SUBJECT | Aircraft Warning Service | DATE DISTR. | 6 August 1953 | |
| | | NO. OF PAGES | 4 | |
| DATE OF INFO. | [REDACTED] | 25X1A | REQUIREMENT NO. | RD [REDACTED] 25X1A |
| PLACE ACQUIRED | [REDACTED] | REFERENCES | | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

SOURCE:

25X1X

1. Radar stations within Czechoslovakia plotted the course of all aircraft, both civilian and military, their altitude, and their types and number, and transmitted this information by radio to the Aircraft Warning Service station. The course of the aircraft was transmitted in code. Special coded maps were used for plotting the courses.

25X1X

2. If an unidentified aircraft approached a defense area assigned [REDACTED] the Aircraft Warning Service station [Annex A] warned and alerted the division and the antiaircraft units.

25X1X

3. The call signs and frequencies used by the Aircraft Warning Service were prepared a month in advance and were given to the duty officers of the Aircraft Warning Service station by the chief signal officer of the Division. These call signs and frequencies were classified Secret and their security was the responsibility of the duty officer. They were accessible only to the duty officers and the radio operators of the station. When not in use, they were locked in a safe place and handed over to the next duty officer when he reported for duty.

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| STATE | #x | ARMY | #x | NAVY | #x | AIR | #x | FBI | | AEC | | | | | | | | | |
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4. These Aircraft Warning Service stations operated continuously in two shifts. One shift was from 0600 to 1800 and the other was from 1800 to 0600. Each shift consisted of one officer and three EM radio operators. The Sig. Bn., 1st Co., 3rd Tank Div., furnished the personnel for this duty.

25X1X [REDACTED] three-lettered call signs were used, and all transmissions between the hours of 0600 and 1800 were made on predetermined frequencies ranging from 4000 to 6000 kcs. During the hours of 1800 to 0600, all transmissions were made on a predetermined frequency between 2500 and 3500 kcs. The call signs were changed daily and with each shift, whereas the frequencies were changed weekly.

- 25X1X 6. The following were the call signs and frequencies used from 25X1X [REDACTED] those assigned for the rest of the month.

| Date | Frequency (kcs.) | Call Sign | Hours of Utilization |
|------------|------------------|-----------|----------------------|
| [REDACTED] | 5100 | ZPN | 0600-1800 |
| | 3150 | UKR | 1800-0600 |
| [REDACTED] | 5100 | HIN | 0600-1800 |
| | 3150 | OPL | 1800-0600 |
| [REDACTED] | 5100 | VOZ | 0600-1800 |
| | 3150 | NIK | 1800-0600 |
| [REDACTED] | 5100 | HKU | 0600-1800 |
| | 3150 | UNA | 1800-0600 |
| [REDACTED] | 5100 | SDN | 0600-1800 |
| | 3150 | ERK | 1800-0600 |
| [REDACTED] | 5100 | HAN | 0600-1800 |
| | 3150 | VJT | 1800-0600 |
| [REDACTED] | 5100 | KAR | 0600-1800 |
| | 3150 | NVR | 1800-0600 |
| [REDACTED] | 4800 | OLK | 0600-1800 |
| | 3050 | QZN | 1800-0600 |
| [REDACTED] | 4800 | YOP | 0600-1800 |
| | 3050 | ZFK | 1800-0600 |
| [REDACTED] | 4800 | JIN | 0600-1800 |
| | 3050 | DUT | 1800-0600 |
| [REDACTED] | 4800 | OST | 0600-1800 |
| | 3050 | YAR | 1800-0600 |
| [REDACTED] | 4800 | UHE | 0600-1800 |
| | 3050 | ANT | 1800-0600 |
| [REDACTED] | 4800 | SUB | 0600-1800 |
| | 3050 | OTA | 1800-0600 |
| [REDACTED] | 4800 | LIS | 0600-1800 |
| | 3050 | KOZ | 1800-0600 |
| [REDACTED] | 5430 | MAR | 0600-1800 |
| | 3225 | ZEK | 1800-0600 |
| [REDACTED] | 5430 | FOR | 0600-1800 |
| | 3225 | HNE | 1800-0600 |

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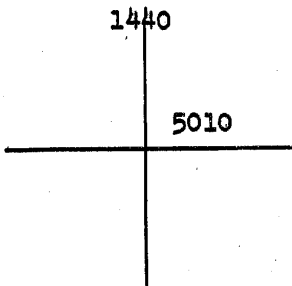
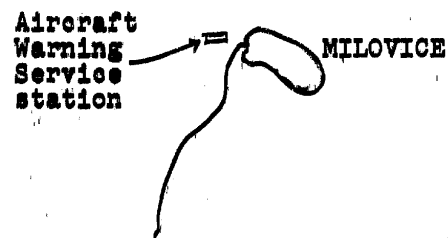
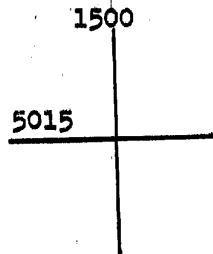
Annex

A

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Scale 1:100,000

Location of an Aircraft Warning Service Station,
Overlay of GSGS 4416, Middle Danube, Sheet T-9, Prague